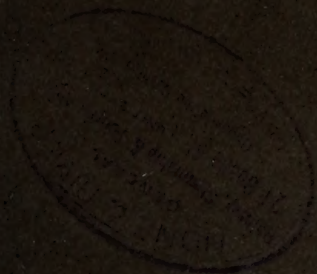


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Carte*



**The  
Grand Trunk Pacific**

**Canada's  
National Transcontinental  
Railway**

**The Only All Canadian  
Route**

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*The* EDITH *and* LORNE PIERCE  
COLLECTION *of* CANADIANA



*Queen's University at Kingston*



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The  
Grand Trunk Pacific

Canada's  
National Transcontinental  
Railway

The Only All Canadian  
Route



# The Grand Trunk Pacific Railway

MONTREAL, P.Q., CANADA

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GEO. A. McNICHOLL, <i>Superintendent</i>	Prince Rupert, B.C.
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G. U. RYLEY, <i>Land Commissioner</i>	Winnipeg, Man.
T. DUFF SMITH, <i>Fuel Agent</i>	Winnipeg, Man.
DR. J. ALEX. HUTCHISON, <i>Chief Medical Officer</i>	Montreal, Que.

## TRAFFIC

J. E. DALRYMPLE, <i>Fourth Vice-President</i>	Montreal, Que.
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W. J. HUNTER, <i>Division Freight Agent</i>	Winnipeg, Man.
F. R. PORTER, <i>Division Freight Agent</i>	Edmonton, Alta.

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G. T. BELL, <i>Assistant Passenger Traffic Manager</i>	Montreal, Que.
W. P. HINTON, <i>General Passenger Agent</i>	Winnipeg, Man.
H. R. CHARLTON, <i>General Advertising Agent</i>	Montreal, Que.
J. E. QUICK, <i>General Baggage Agent</i>	Toronto, Ont.
R. C. W. LETT { <i>Travelling Passenger and Col-</i> <i>onization Agent</i> }	Winnipeg, Man.

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P. A. CLEWS, <i>Acting General Agent</i> , 19-21 Canal des Brasseurs, Antwerp, Belgium.
MORISON, POLLEXFEN & BLAIR, 6 Victoria Sq., Birmingham, Eng.
A. VALOTTA, <i>Agent</i> , Via St. Lorenzo 11, Genoa, Italy.
J. M. WALKER, <i>General Agent</i> , 75 Union Street, Glasgow, Scot.
WM. CUTHBERTSON, <i>General Assistant</i> , 20 Water Street, Liverpool, Eng.
J. HERSON, <i>Passenger Agent</i> , 17-19 Cockspur St., London, S.W., Eng.
P. A. CLEWS, <i>City Agent</i> , 44, 45 and 46 Leadenhall Street, London, E.C., Eng.
PITT & SCOTT, <i>Ticket Agents</i> , 47 Rue Cambon, Paris, France.
J. W. DAWSON, <i>Agent</i> , 7 Haymarket, Sheffield, Eng.

## LIST OF PUBLICATIONS

Prince Rupert Booklet.	Grand Trunk Pacific Steamship
Land, a Living and Wealth.	Booklet.
Land Purchaser's Guide.	The Canadian Rockies.
Bread Booklet.	Plateau and Valley Lands in
Quarterly Industrial Bulletin	British Columbia.

# THE GRAND TRUNK PACIFIC RAILWAY

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The Grand Trunk Pacific Railway Company, which was incorporated by Act of Parliament, 1903, is under agreements with the Canadian Government for the construction and operation of a line of railway across Canada, from the Atlantic to the Pacific ocean, wholly within Canadian territory, of an estimated mileage of main line of 3,600 miles; in addition to which there will be constructed several branch lines of considerable length and importance, including a line from the main line southerly 188 miles to Fort William and Port Arthur, on Lake Superior, for the purpose of reaching navigation on the Great Lakes; also from the main line southerly about 229 miles to North Bay or Gravenhurst, in the Province of Ontario, to make connection with the lines of the Grand Trunk Railway Company of Canada, and another line from the main line southerly to Montreal. Branch lines are proposed as well, to Brandon, Regina, Prince Albert and Calgary, and to Dawson in the Yukon Territory and Vancouver, British Columbia.

This great undertaking, which surpasses in magnitude and importance any plan of railway construction hitherto conceived as a whole, has been projected to meet the pressing demand for transportation facilities in British North America, caused by the large tide of immigration which is now flowing into that country from Great Britain, Northern Europe, and the United States, seeking the rich lands which lie so extensively in the Provinces of Manitoba, Saskatchewan and Alberta, as well as the boundless mineral and other natural resources of British Columbia.



The agreements between the Company and the Government providing for the new Transcontinental Railway are of a twofold character, which when carried out will combine a railway constructed at the expense of the Government, with the lines of a private corporation, into one system, under the entire control, management and operation of The Grand Trunk Pacific Railway Company.

The authorized capital stock of the Company is \$45,000,000, of which \$20,000,000 may be issued as Preferred. The Grand Trunk Railway Company of Canada has acquired all of the Common Stock (except shares held by Directors) in consideration for guarantees, etc., and must retain a majority holding during the term of the agreements with the Government.

The eastern terminus of the railway will be at Moncton, New Brunswick, from which point the seaport of Halifax will be reached over the Intercolonial Railway, a branch line being projected to St. John. The distance from Moncton to the first named port is 185 miles, and to the latter 89 miles. The western terminus will be at Prince Rupert, British Columbia, on the Pacific Coast, near the southern boundary of Alaska.

For the purposes of construction, the projected line is divided into two great divisions, namely the Eastern Division and the Western Division, the point of division being Winnipeg, Manitoba.

A subsidiary company was incorporated by Act of Parliament, 1906, under the name of The Grand Trunk Pacific Branch Lines Company, with a capital stock of \$50,000,000, for the purpose of constructing branch lines in addition to and including those covered in the charter of the Grand Trunk Pacific Railway Company.

The Branch Lines Company has been authorized by Acts of Parliament to construct branch lines of railway through fertile sections of the country aggregating a total mileage of about 7,500 miles which will be the source of valuable contributions of traffic to the company.



A portion of these lines are shown in broken black lines on the accompanying map.

The branch lines indicated by solid black line on the map have been constructed as follows:

Fort William to Lake Superior Junction, 188 miles	
Canora via Yorkton, Melville and Regina	
to Moose Jaw . . . . .	194 "
Regina Southeasterly to International	
Boundary . . . . .	130 "
Young to Prince Albert . . . . .	112 "
Oban to Battleford . . . . .	49 "
Bigger Southwesterly . . . . .	105 "
Tofield to Calgary . . . . .	202 "
	<hr/>
	980 miles

The Grand Trunk Pacific Branch Lines Company has received Provincial subsidies from the Governments of Saskatchewan and Alberta, by way of guarantee of the principal and interest for a period of thirty years of bonds bearing four per cent. interest to be issued for the construction of branch lines to the extent of \$13,000.00 per mile for a total mileage of about twelve hundred miles in those two Provinces. A considerable portion of these lines has been completed and the remainder are under construction and will be finished during the season of 1912.

The branches on the Eastern Division, as will be observed, are designed to make connection between the territory along the St. Lawrence River and the great lakes with the main trunk line of the National Trans-continental Railway, and on the Western Division they are projected for the most part through desirable territory to reach important competitive points.

## EASTERN DIVISION

MONCTON TO WINNIPEG, 1,800 MILES

Commencing at Moncton, the line will take the most direct practicable route within the Province of Quebec, to the City of Quebec. At Chaudiere Junction, five miles above Quebec, the new line will cross the St. Lawrence River, thence taking a direct route, passing in the vicinity of Lake Abitibi, and to the north of Lake Nepigon, to Winnipeg, an estimated distance of 1,800 miles from Moncton. The main line of this Division will be built at the cost of the Canadian Government and leased to the Company for a period of fifty years, and the branch lines will be built by the Company. Under the provisions of the Acts and Agreements, the Government has appointed four Commissioners, under the name of "The Commissioners of The Transcontinental Railway," who have charge of the construction of this portion of the main line on behalf of the Government under the following conditions:

"In order to insure for the protection of the Company  
 "as lessees of the Eastern Division of the said railway,  
 "the economical construction thereof in such a manner  
 "that it can be operated to the best advantage, it is  
 "hereby agreed that the specifications for the construc-  
 "tion of the Eastern Division shall be submitted to and  
 "approved of by the Company before the commence-  
 "ment of the work, and that the said work shall be done  
 "according to the said specifications and shall be sub-  
 "ject to the joint supervision, inspection and acceptance  
 "of the chief engineer of the Company."

Since the rental payable by the Company to the Government for the use of the Eastern Division is a percentage on the cost of construction, it will be observed that it is a matter of great importance to the Company that this item, "cost of construction," shall be determined on the most economical basis consistent with a well built railway, in which respect the foregoing provision contained in the agreement fully protects the Com-



pany. Pending the completion of the main line of the Eastern Division, sections thereof, as constructed, may be taken over and operated by the Company on such terms as may be agreed upon, which terms are not to be less favorable than those of the lease of the whole division.

The rental payable by the Company under the terms of its lease of the Eastern Division, will be as follows:

For the first seven years of the said term the Company shall operate the same, subject only to payment of "working expenditure;" for the next succeeding forty-three years the Company shall pay annually to the Government, by way of rental, a sum equal to three per cent. per annum upon the cost of construction of the said Division, provided that if, in any one or more of the first three years of the said period of forty-three years, the net earnings of the said Division, over and above "working expenditure," shall not amount to three per cent. of the cost of construction, the difference between the net earnings and the rental shall not be payable by the Company, but shall be capitalized and form part of the cost of construction, upon the whole amount of which, rental is required to be paid at the rate aforesaid after the first ten years of the said lease, and during the remainder of the said term.

At the expiration of the period of fifty years,\*the Company has the privilege of an extension of the lease for another period of fifty years, in the event the Government then determines not to undertake the operation of the said Division, but should the Government take over the operation of this Division, the Company shall be entitled, for a further period of fifty years, to such running powers and haulage rights as may be necessary to continuity of operation between the said Western Division and other portions of the Company's system and the Grand Trunk Railway System, on such terms as may from time to time be agreed upon.

By the terms of the lease to the Company of this portion of the railway it will also be seen that the Company will practically have the free use of it for a period

of seven years, and taking into account the time allowed for construction which is fixed at seven years, no payments will be required to be made on account of rental until 1919, and since it is to pass through an entirely new and undeveloped section of the country which is now known to be rich in agricultural and mineral resources, as well as timber, it is anticipated that long before the first payment on account of rental becomes due, the Company will have reaped a rich harvest from the traffic that will exist upon its completion. This section of the line between Quebec and Winnipeg will pass through what may appropriately be termed the mineral belt of Eastern Canada, as in this district adjacent to the main line are located the now famous Cobalt deposits, as well as nickle, copper, iron, etc., which are only awaiting the advent of the railway to be brought forth for manufacture.

While, as stated in the foregoing, the main line of the Eastern Division will be leased to the Company, the branches of this Division will be constructed and owned by the Company, and a subsidy of \$2,000 per mile cash and six thousand acres of land per mile has been granted by the Provincial Government of Ontario, in aid of the construction of the branch from the main line southerly to Fort William and Port Arthur, which is known as the Lake Superior Branch. A Dominion subsidy has also been granted in aid of the construction of this branch of \$6,400 per mile cash.

The branch which is projected from the main line of the Eastern Division to North Bay or Gravenhurst, will also be an important one as forming the connection between the new Transcontinental Railway and the present Grand Trunk Railway System. The same may also be said of the projected branch from the main line of the Eastern Division to Montreal. These lines will traverse new country and provide transportation facilities for the location of industries adjacent to the extensive water powers that abound in this section.



## WESTERN DIVISION

WINNIPEG

TO THE

PACIFIC OCEAN,

1,756 MILES.

Owing to the physical character of the country the Western Division is subdivided into the Prairie Section and the Mountain Section; the former extending from Winnipeg via Edmonton to Wolf Creek, Alberta, a distance of about 916 miles, and the latter, as its name indicates, being the section over the mountains from Wolf Creek, Alberta, to Prince Rupert, British Columbia, about 840 miles. This Division will be built at the cost of the Company, the Government aiding by guaranteeing three per cent First Mortgage Bonds of the Company, principal and interest for fifty years, to the extent of \$13,000 per mile on the Prairie Section, and for three-quarters of whatever the cost per mile may be of the Mountain Section, the Grand Trunk Railway Company of Canada guaranteeing an issue of four per cent mortgage bonds of the Grand Trunk Pacific Company, principal and interest, for fifty years, to provide the remainder of the cost of construction. The Company is to pay the interest on the bonds issued on the Prairie Section and guaranteed by the Government, from the date of the completion of the road (the interest during construction being provided for in the cost of construction), but the Government will pay the interest on the bonds guaranteed by it on the Mountain Section, for the first seven years after the completion of the line, with no recourse on the Company for the interest so paid. Thereafter, the Company will pay the interest on the bonds guaranteed by the Government, with the exception, however, that should default be made by the Company at any time during the next succeeding three years, the Government will pay the interest, the Company continuing in full possession of the property, and at the expiration of ten years after the completion of the Mountain Section, any default of interest which may have been made by the Company and paid by the Government, will be capitalized and be repayable by the Company to the Government. In the event of default being made by the Company in

the payment of interest guaranteed by the Government during the term that the Company is liable therefor, the Government shall not have recourse on the Company until such default shall be equal to the sum of five years of such interest as the Company is not relieved from the payment of or permitted to defer or capitalize, whereupon the remedy of the Government shall be the appointing of a Manager, with the concurrence of the Company, to operate the Western Division and to collect and distribute the net earnings *pari passu* between the holders of the bonds guaranteed by the Government and the holders of the bonds guaranteed by the Grand Trunk Company, in the proportion of seventy-five per cent. of such earnings to the holders of the Government guaranteed Bonds and twenty-five per cent. to the holders of the Bonds of this Division guaranteed by the Grand Trunk Company.

The Prairie Section of the railway passes through the great agricultural belt of the North-west, which in extent contains four times the wheat growing area of the United States. This land, which is now being rapidly taken up by settlers, produces rich crops the first year of cultivation and will furnish a large traffic for the railway as rapidly as it can be extended, therefore amply warranting the Company in assuming the payments of the interest charge on the cost of construction, from the beginning. The Mountain Section, however, passing through that portion of the country where the largest resources are the mines and minerals, will require a little longer time for development, and as stated, the Government has therefore assumed the payment of the interest charges under its guarantee of three-quarters of the cost of construction, for the first seven years after completion (waiving their right of recourse on the Company in the event of default, for an additional three years), and allowing for the period of construction, which is fixed at seven years, not until 1919 will the Company be required to assume this liability beyond the interest charges on the one-quarter of the cost of construction under the guarantee of the Grand Trunk Railway Company of Canada.



One of the important questions bearing upon the future prospects of the Company in respect of the gradients obtained, which enter so largely into the economical or costly operation of the Railway, according as they are light or heavy, was the selection of the Yellow-head Pass route through the Rocky Mountains to the Pacific Coast. Exhaustive explorations were made by the Company's staff of Engineers which extended over a period of three years and comprised the Peace River Pass, the Pine River Pass, the Wapiti Pass and a number of intermediate passes, with the result that the Yellow-head Pass route was adopted, whereby a maximum gradient of only four-tenths of one per cent., or a rise of twenty-one feet in the mile has been obtained against eastbound traffic for the entire distance between Edmonton and the Coast, and but five-tenths of one per cent. or a rise of twenty-six feet in the mile has been obtained against westbound traffic, which can perhaps be better understood when it is borne in mind that this is no greater than the extremely low grades which have been obtained through the level country on the Prairie Section. In crossing the Rocky Mountains but one summit is encountered, the maximum altitude of which is only 3,712 feet. These remarkable conditions exist in this northern locality on account of the fact that the ranges of mountains along the western portion of the American continent, which have their origin in Mexico, reach their maximum altitude in the region of the fortieth parallel of latitude, from which they gradually recede to the north. No better illustration of these physical conditions could perhaps be given than a comparison of the summits and gradients of the six American trans-continental railways with the Grand Trunk Pacific, which is as follows:

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# THE GRAND TRUNK PACIFIC RAILWAY

## COMPARISON OF SUMMIT ELEVATIONS, MAXIMUM GRADIENTS AND TOTAL ELEVATION ASCENDED FOR VARIOUS TRANSCONTINENTAL RAILWAYS.

Name of Railway	Highest Summits	Max. Gradient in feet per mile		Total Ascent in feet overcome	
		East- bound	West- bound	East- bound	West- bound
Grand Trunk Pacific:					
Western Div. } Winnipeg to } Pr. Rupert.. }	1 Summit 3,712	21	26	6,990	6,890
Eastern Div. } Winnipeg to } Moncton.... }	....	21	31	.....	.....
Canadian } Pacific.... }	2 Summits 5,299 4,308	116	116	23,106	23,051
Great } Northern. }	2 Summits 5,202 3,376	116	116	12,861	12,165
Northern. } Pacific.... }	3 Summits 5,569 5,532 2,849	116	116	17,830	17,137
Union Pacific } System: }	3 Summits 8,247	116	105	18,575	17,552
Omaha to San }	7,107				
Francisco... }	5,631				
Omaha to } Portland.. }	5 Summits 8,247 6,953 3,537 3,936 4,204	106	116	18,171	17,171
Western } Pacific..... }	2 Summits 5,712 5,108	52.8	52.8	9,385	5,076
	6 Summits 7,510				
	7,453				
Santa Fe } System... }	6,987 7,132 2,575 3,819	175	185	34,003	34,506



From this comparison it will be observed, as already stated, that in the case of the Grand Trunk Pacific but one summit is encountered, having an altitude of 3,712 feet, with no greater gradient in either direction than five-tenths of one per cent., or a rise of twenty-six feet to the mile, west of Winnipeg, which is increased to six-tenths of one per cent. east of Winnipeg, while in the case of the Canadian Pacific two summits are surmounted with a maximum altitude of 5,299 feet and a maximum gradient of two and two-tenths per cent., or 116 feet to the mile; the Great Northern has two summits of a maximum altitude of 5,202 feet and a maximum gradient of two and two-tenths per cent., or 116 feet to the mile; the Northern Pacific three summits having a maximum altitude of 5,569 feet and a maximum gradient of two and two-tenths per cent., or 116 feet to the mile; the Union Pacific three summits having a maximum altitude of 8,247 feet and a maximum gradient of two-and-two-tenths per cent., or 116 feet to the mile in reaching San Francisco and in reaching Portland, Oregon, five summits are encountered with a maximum altitude of 8,247 feet and a maximum gradient of two and two-tenths per cent., or 116 feet to the mile; the Western Pacific two summits having a maximum altitude of 5,712 feet and a maximum gradient of one per cent. or 52.8 feet to the mile; the Atchison, Topeka & Santa Fe Railway, six summits having a maximum altitude of 7,510 feet and a maximum gradient of three and three-tenths per cent., or 175 feet to the mile.

Where the Grand Trunk Pacific will reap the first benefit from these exceptional conditions will, of course, be in the great economy and low cost of operation which can be obtained from the commencement, when this item is of such importance in the case of a newly constructed railway at a time when the traffic and the revenue therefrom must of necessity be light, although with the gradual evolution of the enterprise and from explorations which are being made in all directions, it would appear that the period of light traffic will be of short duration.

By reference to the accompanying map it will be seen that the Mountain Section lies between the 52nd and the 57th parallels of latitude. It is probable that no other area in North America can equal this portion of British Columbia in her natural resources. Where there is no agriculture and pasture, there is mining or lumbering to be developed, and where there are none of these, although they often occur in one district, there is at least trapping and hunting. It is in truth a northern Eldorado, which future events are bound to verify. Lying as it does, far to the north, the climate conditions have in the past been supposed to be extremely severe during the winter season, but the fallacy of this impression is rapidly becoming known on account of the reverse conditions actually existing, due largely to the proximity of this territory to the Pacific ocean and the influence of the Japan current. Before the House of Commons Agriculture Committee recently Mr. Elihu Stewart, Dominion Superintendent of Forestry, in testifying as to the resources and conditions concerning the northern country, having particular reference, however, to the district adjacent to Great Slave Lake, which lies many hundred miles still more northerly of where the Grand Trunk Pacific will be constructed, said that the growth of vegetation in the Mackenzie Basin was surprising, the sun in the summer being visible for about twenty hours out of twenty-four. On July 15th, at Fort Providence, near Great Slave Lake, on the Mackenzie River, about 550 miles north of Edmonton, Mr. Stewart said he saw wheat in the milk, potatoes in flower, peas fit to use, tomatoes, turnips, rhubarb, beets, cabbage, onions and other garden vegetables. The strawberries had been ripe there for some time, and the people had currants and gooseberries. To illustrate the heat, he said at Fort Chipewayan it had been 100 degrees in the shade for several days and nights. Indians coming from the Alaska boundary to meet the steamer Wrigley had lost two dogs from the heat in the Arctic Circle. He thought systematic exploration would show a surprising amount of good country, extending down from Slave Lake to Peace River. Along the Mackenzie River, spruce grew



clear to the shores of the Arctic Ocean. There were aspen, white poplar, balm of gilead and birch growing as far north as Fort Macpherson. Mr. Stewart said that on Slave River he had passed a bank of burning coal about twenty miles in length near Fort Norman, which MacKenzie had reported burning in 1789.

Coincident with the selection of the route through the Rocky Mountains was the location of the terminus on the Pacific Coast, which, if one feature can be considered more important than another in connection with the development of the Company's plans, this question may very properly be so treated, in view of subsequent events which will result therefrom. At the outset the subject presented many difficulties, as the British Columbia Coast does not possess many favorable harbors, and it therefore became necessary for the Company's harbor engineers to explore and examine the coast with the object of ascertaining the location best suited for the purpose. The point selected, namely, Prince Rupert, is situated within fifty miles of the southern extremity of Alaska and is reached from the Pacific Ocean via Dixon Entrance and Brown Passage. Prince Rupert harbor possesses some of the greatest advantages to ocean shipping that can be found along the entire Pacific Coast. It has a direct channel passage leading into it of more than half a mile in width and is sufficient in extent to accommodate enormous shipping.

The location of the City itself is a picturesque one. The land slopes back gently for distances ranging from half a mile to two or three miles. Here and there the ground rises abruptly, providing the necessary fall for drainage and sewerage, while a shore line five or six miles in extent sweeps around the front of the city. The view from these elevated stations and from the back is a charming one. On the opposite shore mountains slope down to the water. To the northwest, through a channel studded with islands, is situated the famous Indian Village of Metlakatla, known on the Coast as the "Holy City."

It is situated about 550 miles north of Vancouver and the new transcontinental railway will possess the shortest route from Liverpool to Asiatic ports by at least two days

sail, and this saving in distance will also be realized between American Atlantic ports and trans-Pacific points. It lies in the centre of the salmon fishing industry of British Columbia, being in the immediate vicinity of a large number of canneries which ship their product throughout the world, and here is also to be found off the banks of Queen Charlotte Islands the finest halibut fishing that is known to exist, tons of which are being taken annually to supply eastern markets, and this traffic will be greatly augmented upon the completion of transportation facilities right at hand. The traffic which now awaits the advent of the railway, and that which will result in the future from the great development that is taking place in this northern country, will take the railway at the nearest point and thus avail of the expeditious transportation thereby afforded as against consuming many hours longer by water route to southerly ports.

Regarding the progress at Prince Rupert, B.C., plans were prepared and approved by the Grand Trunk Pacific Development Company, Limited, and the British Columbia Government (the former having a three-quarters interest, the latter a one-quarter interest), for the first subdivision of two thousand acres of the townsite, and the first sale of lots was held by auction at Vancouver, B.C., May 25th to 29th, 1909, following which, sales were also held at Victoria and Prince Rupert. An extraordinary interest throughout the world is manifested in this new Canadian seaport on the Pacific Ocean as it is conceded that, constituting as it will the Western Terminus of the only All-Canadian Transcontinental Railway and by its position on the North Pacific Coast it is destined to very early develop into a large and important centre of industrial and commercial activity, affording exceptional opportunities for the investment of Capital, the present development of the townsite itself apart from expenditures on the construction of the railway already representing an investment of millions of dollars.

The Company took full advantage of the unique opportunity afforded for the planning beforehand of what will develop in a few years into a great city, pro-



vision being made for parks, squares, land for public buildings, large thoroughfares, business section dis-associated from the residential, etc. There is at the present time a population of about 5,000 people and the Grand Trunk Pacific Company have in operation two hotels of first-class appointment, the "Prince Rupert Inn" and "Annex," in addition to which there are a number of other hotels and boarding houses, so that visitors to Prince Rupert may be assured of satisfactory accommodation.

In June, 1910, The Grand Trunk Pacific Coast Steamship Company Ltd., inaugurated a steamship service between Seattle, Victoria, Vancouver and Prince Rupert, placing in commission the palatial twin screw steamers "Prince Rupert" and "Prince George" which had just been completed at the shipyards of Messrs. Swan, Hunter & Wigham Richardson, Ltd., at Newcastle-on-Tyne, England, embracing all of the latest improvements in modern shipbuilding, which, in addition to several other lines of steamers operating between Victoria, Vancouver and Prince Rupert and points in Alaska, already places Prince Rupert in an exceptionally accessible position on the lines of the most modern water transportation pending the completion of the railway of which there is at present constructed and in partial operation 100 miles from the wharf at Prince Rupert easterly to the Copper River and an additional 140 miles under construction from Copper River to Aldermere, British Columbia. The construction of the line is also rapidly advancing from the east westerly through the Rocky Mountains.

For further particulars relating to Prince Rupert and its development, application should be made to the General Advertising Department of The Grand Trunk Pacific Railway, at Montreal, Canada.

Of incalculable advantage and benefit to this new enterprise is its relation to the Grand Trunk Railway Company of Canada, with its 4,800 miles of railway on which is situated all the cities and the principal towns in eastern Canada, among the former being Windsor, Chatham, London, St. Thomas, Woodstock, Stratford, Guelph, Brantford, Hamilton, St. Catharines, Toronto,

Kingston, Ottawa, Montreal and Quebec. Montreal, the first city of the Dominion, situated at the head of ocean navigation on the River St. Lawrence, must always maintain her position as the metropolis of Canada, with her splendid harbor and her unlimited resources for industrial growth. The City of Quebec also promises great development with the advent of the New Transcontinental Railway, and these advantages will be largely augmented in conjunction with the Grand Trunk Railway, occupying, as the pioneer railway of the Dominion, the strongest position in the way of terminal facilities and track connections with eastern manufacturing plants and for export shipping. Halifax and St. John, the principal cities in the Maritime Provinces, with their growing population and constituting the Canadian seaports on the Atlantic, which will be reached by the new line, will be large and important contributors to its traffic. Not alone are these advantages confined to Canada, but situated on this great railway system are also the large cities of Chicago, Detroit, Toledo, Buffalo and Portland, in the United States. With this unrivalled position, which can only be obtained by any transportation company after years of labor and experience, the new transcontinental railway will at once become an exclusive partner, and from the beginning will be placed in possession of an enormous general traffic already created and originating on the Grand Trunk Railway System, but hitherto being carried into the Northwest over other lines.

Far-reaching as is the importance and influence of this great railway in the development of the resources of the Dominion of Canada, it will be felt in an equally large degree by its formation of the shortest route between Europe and Asia, as, following the completion of the railway, will be the necessity for providing lines of steamships on the Atlantic and Pacific Oceans for taking care of the export and import traffic. The distance between the countries named will be shortened by two days' sail, this being made possible by the location of the Pacific terminus so much northerly of an existing port, thereby reducing the Pacific Ocean mileage, and with respect to the trans-Pacific trade, thus establishing at Prince



Rupert a new entrepot for round the world commerce.

Under its agreements with the Government for the construction of the Railway, the Company are required to equip the entire line with modern and complete rolling stock, and the first equipment for the completed road shall be of the value of at least \$20,000,000. For the purpose of providing the capital for the construction of the rolling stock an Act of Parliament was obtained in 1906 giving the Company powers to issue Debenture Stock for a principal amount of \$25,000,000, or the equivalent thereof in pounds sterling, which is in addition to the Capital Stock authorized in the Company's Charter.

At the present time, the entire main line of 3550 miles from Moncton, New Brunswick, to Prince Rupert, British Columbia, is constructed or under contract for building, in addition to which are lateral or branch lines of about 1250 miles making a total mileage constructed and under construction of approximately 4800 miles.

The track is laid continuously from Fort William on Lake Superior via Winnipeg and Edmonton to Tete Jaune Cache, British Columbia, and a daily passenger train service between Winnipeg and Edmonton, 792 miles, was inaugurated July 3rd, 1910. Train service has also been established between Fort William and Winnipeg and between Edmonton and the western end of the track at Tete Jaune Cache.

The Grand Trunk Pacific Development Company, Limited, the capital stock of which is held by the Grand Trunk Pacific Railway Company, has acquired land for townsites along the railway and along the completed portions of the line, these townsites have been subdivided into lots and placed on the market for sale. There has been an interest displayed in these townsites by the public and settlers which is most gratifying to the Company and thousands of lots have already been sold.

Thriving towns are springing up where a few months ago there was nothing but the bare prairie; grain elevators, warehouses, dwellings, stores and other evidences of remarkable activity are presented immediately

following the laying of the track. The growth is especially astonishing at the Division Points or Terminals of Rivers, Man., Melville, Watrous and Biggar, Sask., and Wainwright and Edson, Alta., and there are many other towns which give promise of notable development.

For information regarding townsites application should be made to G. U. Ryley, Land Commissioner Grand Trunk Pacific Railway, Winnipeg, Manitoba.

For information regarding farm lands adjacent to the railway, application should be made to W. P. Hinton, General Passenger Agent, Grand Trunk Pacific Railway, Winnipeg, Manitoba.

The Grand Trunk Pacific Telegraph Company was incorporated by Act of Parliament, 1906, with a Capital stock of \$5,000,000, for the purpose of constructing a Telegraph System along the Grand Trunk Pacific Railway. The Company has broad powers and may establish, construct or acquire by purchase, lease or otherwise, and may maintain and operate any overhead, underground or cable line or lines of telegraph or telephone, or any system of wireless telegraphy, or of signalling or of other electric or magnetic communication, from and to any places in Canada or elsewhere, and establish offices for the transmission and reception of messages or communications, and may maintain and repair telegraph, telephone and cable lines for others.

A Commercial Telegraph Service has been established along completed portions of the line and will be extended as rapidly as construction proceeds.

The Canadian Express Company which operates on the lines of the Grand Trunk Railway System in Eastern Canada has also established its express service on those portions of the Grand Trunk Pacific Railway in operation.

The financial arrangements for providing the first capital for the construction of the railway were made through the well-known Banking Houses of Messrs. Speyer Bros. and N. M. Rothschild & Sons, London, and the first issue of bonds was applied for ten times over the amount sold.









